

SECTION II
NAVIGATION PUBLICATIONS

NM 41/04

SAILING DIRECTIONS CORRECTIONS

PUB 148 7 Ed 2001 LAST NM 40/04

Page 21—Line 46/R; insert after:

A light with a racon has been reported (2004) to be situated 0.6 mile SSE of the old light structure on Punta Barima.
(BA NM 35/04) 41/04

PUB 163 8 Ed 2002 LAST NM 39/04

Page 61—Lines 31 to 35/R; read:

Piracy.—It has been reported that attacks on vessels by armed thieves have occurred in the areas covered by this text. Masters of all vessels are advised to take all possible security measures.

Caution.—Numerous oil and gas fields exist off the N coast of Jawa. Each field contains clusters of installations, consisting of above-water, awash, or submerged structures; the structures may be permanent or movable and may or may not be lighted. New platforms are routinely being added. Most structures exhibit lights, especially the platforms. Since not all features are charted or marked, mariners are cautioned to exercise special care when navigating these waters.

Tanjung Pontang to Tanjung Krawang
(8(52)04 Jakarta) 41/04

COAST PILOT CORRECTIONS

COAST PILOT 5 32 Ed 2004 Change No. 12
LAST NM 39/04

Page 363—Paragraph 205, lines 12 to 14; read:
advised. In March 2004, the controlling depth was 6.5 feet (8.6 feet at midchannel) from Buoy CB to the bridge, thence 9.8 feet ...
(CL 760/04) 41/04

Page 371—Paragraph 298, lines 15 to 19; read:
approach to the pass. In June 2004, the controlling depths were 9.0 feet in the entrance channel to the fork at the bridge, thence 5.5 feet (6.5 feet at midchannel) in the west channel leading to Terry and Johnson Coves, thence 7.8 feet in the east channel leading to ...
(CL 1148/04) 41/04

Page 379—Paragraph 46, lines 6 to 9; read:
at miles 1.6 and 2.5, respectively. In May 2004, the controlling depth was 6.3 feet (7.6 feet at midchannel) to Daybeacon 30, thence 4.5 feet (5.7 feet at midchannel) to Daybeacon 38, thence 2.0 feet (5.2 feet at midchannel) to the head of the project. In 1999, depths ...
(CL 1033/04) 41/04

Page 379—Paragraph 54, lines 4 to 7; read:
daybeacons. In January 2004, the controlling depth was 6.5 feet from the entrance in Mobile Bay to the head of the

project about 1 mile about the mouth.
(CL 499/04) 41/04

Page 386—Paragraph 155, lines 11 to 14; read:
the anchorage basin to Dauphin Island Bay. In March 2004, the controlling depth was 2.6 (4.1 feet at midchannel) in the entrance channel to the basin, thence 2.4 to 6.3 feet in the basin, thence 5.2 feet in the ...
(CL 728/04; CL 729/04) 41/04

Page 392—Paragraph 220, lines 7 to 9; read:
3.5 miles above the State Route 613 bridge. In June 2004, the controlling depth was 5.4 feet (8.9 feet at midchannel) to the State Route 613 bridge, thence 12.0 ...
(CL 985/04) 41/04

Page 393—Paragraph 236, line 14; read:
thence in April 2004, 10.8 feet (11.4 feet at ...
(CL 987/04) 41/04

Page 395—Paragraph 257, lines 4 to 9; read:
to the entrance to Industrial Seaway. In January 2004, the controlling depth was 9.3 feet (11.1 feet at midchannel) from State Route 90 highway bridge to State Route 110 highway bridge, thence 11.4 feet (12.0 feet at midchannel) to Popp's Ferry Road highway bridge, thence 6.2 feet (11.0 feet at midchannel) to the seaway.
(CL 504/04) 41/04

Page 401—Paragraph 334, lines 3 to 4; read:
miles to the mouth of the river. In April 2004, the controlling depth was 3.6 feet (6.0 feet at midchannel).
(CL 760/04) 41/04

COAST PILOT 6 34 Ed 2004 Change No. 15
LAST NM 40/04

Page 193—Paragraph 101; read:
In April 2004, the controlling depths were 23.3 feet in the approach and in the channel through the outer harbor to the mouth of the river, thence 20.0 feet in the river channel to the head of the federal project at Seneca Street. The outer harbor W of the entrance channel had depths of 11 to 16 feet (except for lesser depths in an area near the S end of the W breakwater.) The outer harbor E of the entrance channel had depths of 17 to 21 feet (except for lesser depths along the SE edge.) The channel leading SW to the turning basin had a depth of 16.1 feet, thence 15 to 20 feet in the basin.
(CL 938/04; BP 183817) 41/04

Page 195—Paragraph 103, line 1; read:
A 7-foot spot depth is off the E face of the Port ...
(NOS 14813) 41/04

Page 198—Paragraph 139, lines 6 to 7; read:
by lighted buoys and a light. In October 2003-May 2004, the

COAST PILOT 6 (Continued)

dredged channel had a controlling depth of 6.8 feet.

(CL 946/04; BP 183819; BP 182156) 41/04

Page 198—Paragraph 151; read:

In April-June 2004, the controlling depths in the dredged channel were 2.0 feet in the entrance and between the breakwaters to the boat launch ramp access channel, with 5.6 feet in the access channel, thence 6.8 feet to deep water in the bay.

(CL 1100/04; BP 184017) 41/04

Page 198—Paragraph 152, lines 3 to 5; read:

a swing span with a clearance of 8 feet. The bridge is placed in the closed-to-navigation position from December 1st to April 1st. State Route 104 highway bridge ...

(NOS 14804) 41/04

Page 200—Paragraph 159; read:

In March-June 2004, the controlling depths were 17.3 feet in the entrance and between the piers to the lower turning basin with 17.4 feet in the west half of the basin and shoaling to 6.4 feet in the east half. The channel under the swing bridge had depths of 10.9 feet under the E draw and 14.3 feet under the W draw, thence 14.2 feet (17.9 feet at midchannel) to the Rochester Portland Cement Company on the W side of the river, 2.9 miles above the river entrance (except for shoaling to 10.0 feet in the right outside quarter of the channel near the N edge of the upper turning basin), thence 11.1 feet to the head of the project. The upper turning basin has depths of 1 to 3 feet and is no longer maintained.

(CL 1099/04; BPs 184015-16; BPs 183502-03) 41/04

Page 254—Paragraph 413, lines 8 to 15; read:

just inside the mouth of the river.

In March-April 2004, the controlling depths were 9.3 feet in the left half and 6.5 feet in the right half of the entrance channel to the anchorage basin, with 3 to 6 feet in the basin, thence 3.9 feet to the Norfolk-Southern Railway bridge, thence 3.2 feet to the turning basin, with 3 to 6 feet in the basin.

(CL 945/04; BP 183818) 41/04

Page 256—Paragraph 452; read:

In April 2004, the controlling depths were 4.5 feet in the W approach and 3.9 feet in the approach to the mouth of the river, thence 4.8 feet to the entrance of Superior Lagoon, thence 3.1 feet in the left half and shoaling to 0.1 foot in the right half of the channel to the Liberty Avenue bridge.

(CL 1145/04; BP 184092) 41/04

Page 262—Paragraph 537, line 3; read:

entrance channel that crosses a bar, and in March-April 2004, ...

(BPs 183512-13) 41/04

Page 333—Paragraph 243, line 7; read:

shore of the island. A shoal ...

(LL/04; CL 1267/04) 41/04

**COAST PILOT 8 26 Ed 2004 Change No. 5
LAST NM 40/04**

Page 263—Paragraph 104, line 1; read:

Grave Island Light (57°16'01"N., 134°05'00"W.), 18 ...
(36/04 CG17) 41/04

Page 317—Paragraph 53, lines 2 to 4; read:

Island Light, is a rock that uncovers 14 feet. It is marked by **Vanderbilt Reef Light** (58°35'27"N., 135°01'07"W.), 36 feet (11.0 m) above the water and shown from a skeleton structure ...

(H-10862; LL/04) 41/04

Page 317—Paragraph 55, line 4; read:

room. A 1.3 fathom shoal in 58°38'06"N., 134°57'06"W. is in the middle of the passage between Mab Island and the mainland. Small boats may secure better protection by anchoring ...

(H-10862; CL 1016/99) 41/04

**COAST PILOT 9 22 Ed 2004 Change No. 3
LAST NM 39/04**

Page 139—Paragraph 257, line 1; read:

Foul ground marked by kelp extends 0.6 mile N to 1.0 mile WNW ...

(H-10921; BP 173738) 41/04

Page 139—Paragraph 258, lines 2 to 5; read:

small vessel can anchor in good weather about 0.5 mile from the head and 0.2 mile from the NW side, in 5 to 6.5 fathoms. Small craft can anchor all the way back in the bay, about 0.2 mile from the head. Depth in this ...

(H-10921; BP 173738) 41/04

Page 139—Paragraph 259, line 4; read:

rocks and reefs that extend to 0.2 mile offshore. Mariners ...

(H-10921; BP 173738) 41/04

Page 175—Paragraph 656, line 3; read:

Graveyard Point to Montague Point. A 1 fathom spot depth (60°22'42"N., 147°04'38"W.) is about 0.4 mile NE of Montague Point.

(H-10921; BP 173738; CL 2228/99) 41/04

Page 228—Paragraph 1334, line 4; read:

with depths of 2½ to 6 fathoms, marked by a seasonal ...

(H-10802) 41/04

Page 233—Paragraph 1391, lines 11 to 13; read:

drastic and continual change. In 2001, shoaling to 15 feet was about 1.1 miles eastward of Point Mackenzie Light 7 and 19 feet was in 61°14'15"N., 149°56'45"W., along the Fire Island Range.

(H-11031; 01/02 CG17;

CL 88/02; BPs 181501-02) 41/04

COAST PILOT 9 22 Ed 2004 Change No. 4

Page 251—Paragraph 194, line 4; read:

the S, has not been surveyed. Shoaling to 1 ½ fathoms is in the middle of the bay. It is reported that a medium-sized ...

(CL 1237/04) 41/04

Page 266—Paragraph 413, lines 1 to 2; read:

Tallapoosa Shoal, with a least depth of 6 ¼ fathoms is 57°02'20.1"N., 153°27'11.8"W., is in the middle of the strait 3.5 miles NW of ...

(DD 5261) 41/04

Page 285—Paragraph 744, lines 6 to 7; read:

Thistle Rock uncovers 1 foot. The other two are submerged 0.9 and 2.3 fathoms and are about 180 yards E ...

(BP 183805; H-10966) 41/04

Page 285—Paragraph 745, line 1; read:

Ditto Islets, a pair 30 and 35 feet high, are in the middle of ...

(BP 183805; H-10966) 41/04

Page 286—Paragraph 750, line 5; read:

about 5 fathoms between Harvester Island and Bear Island ...

(BP 183804; H-10966) 41/04

Page 286—Paragraph 751, line 1; read:

The NW entrance is 0.3 mile wide between two ...

(BP 183804; H-10966) 41/04

Page 286—Paragraph 751, line 9; read:

avoid a 2-fathom shoal that is about 0.3 mile SSW of ...

(BP 183804; H-10966) 41/04

Page 286—Paragraph 752, line 4; read:

Harvester Island and 400 yards offshore.

(BP 183804; H-10966) 41/04

Page 311—Paragraph 247, lines 7 to 13; read:

inhabited by thousands of birds. A large rock awash is about 0.6 mile SSW from the S point of the island in 55°54'37.1"N., 158°49'51.4"W.; and about 0.8 mile beyond the rock is the N end of a kelp-marked shoal area that is 0.3 mile long and has a least known depth of 4 fathoms. Between this shoal and the ...

(CL 996/04) 41/04

Page 355—Paragraph 181, line 8; read:

tend to blend together to appear as one island. An obstruction, depth unknown, in 54°00'06"N., 166°06'06"W. is about 1.0 mile NW of the NW island.

(35/04 CG17) 41/04

Page 475—Paragraph 619, line 5; read:

64°29'36"N., 165°24'00"W.

(CL 758/89) 41/04